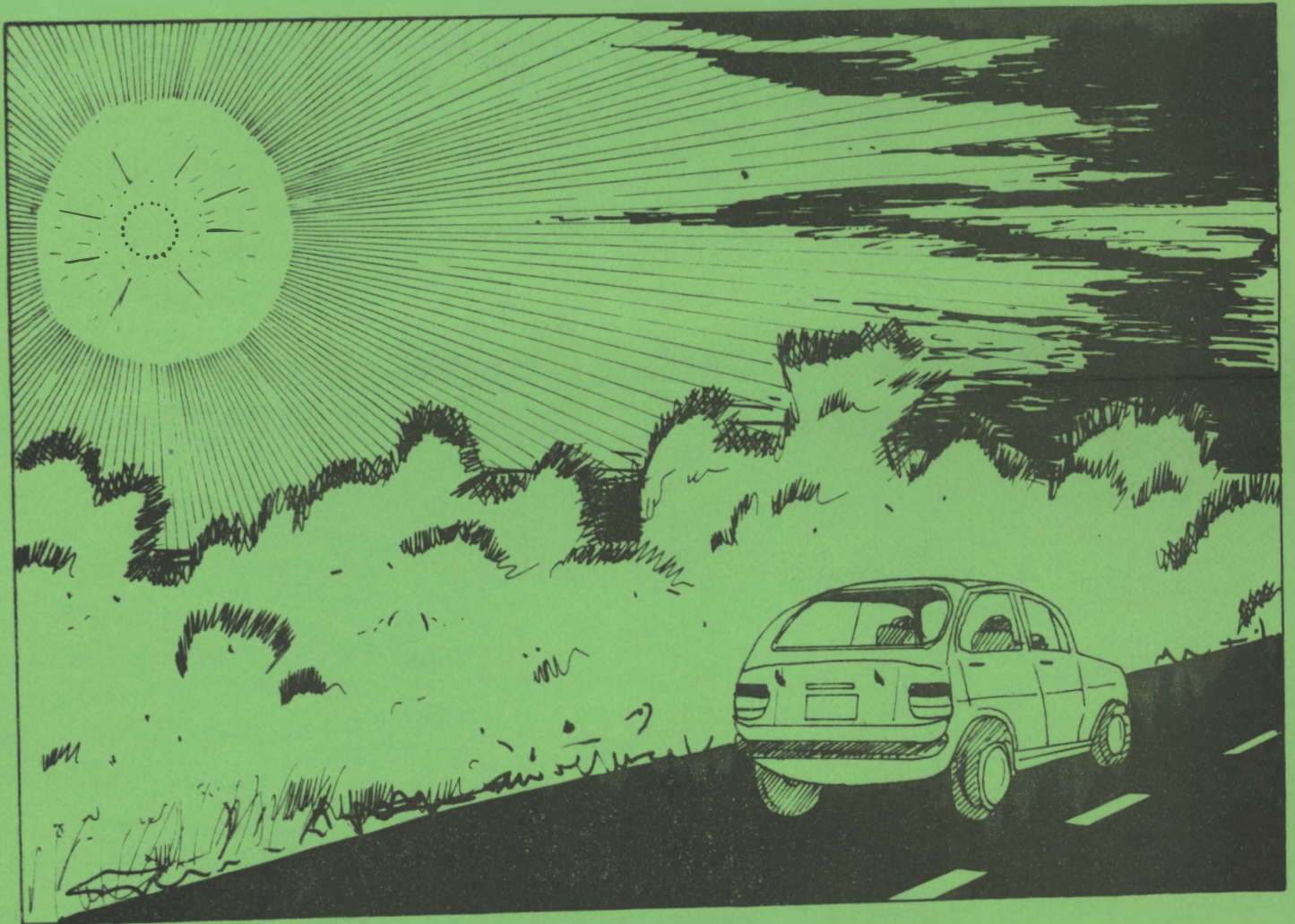


UFO 1980

Tasmania



By the Tasmanian
U.F.O. Investigation
Centre T.U.F.O.I.C.

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T U F O I C - 1980

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TUFOIC's Report is published annually and is available to the public, members, and for exchange with UFO organisations. The Centre also prints two newsletters during the year to keep members informed of ongoing sightings. See the back page for application to join the Centre.

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DON'T FORGET - TELL YOUR FRIENDS ABOUT TUFOIC.

Cover: Murchison Highway Encounter
(Page 8) Drawing by D.Green.

YEAR'S SIGHTINGS STATISTICS

The years statistics show some very interesting changes. The Centre despite a state wide coverage had its lowest number of investigations since 1973. Then take a look at the UFO % of 9.7 for the year, this is the lowest figure for the whole of the 1970s.

Maybe the exposure of the UFO subject on Television, in the news, and liberal cases in magazines is making the UFO into a common place event that need not be reported to any authority.

The unexplained cases for the year did not appear to fit any particular pattern. A few reports in each of the first four months of the year but then the Centre ran across few UFO cases in the later half of the year.

There may have been less reports but most cases had some interesting strangeness points.

...INVESTIGATIONS...COMPARATIVE FIGURES

Year	Reports	Unidentified	UFO %
1971	95	23	24
1972	68	14	20
1973	136	26	19
1974	158	53	33
1975	177	46	26
1976	191	42	22
1977	151	35	23
1978	173	27	16

ANALYSIS OF 1979 INVESTIGATIONS

Unidentified	14(9.7%)
Investigating/Insufficient Info..	16
Astronomical	56
Aircraft	23
Satellites	13
Meteorological.....	5
Bush Fires/Flares/Ground Lights..	16
Other Explanations.....	1
Total Investigations.....	144

TUFOIC MEETING DATES 1980

Meetings are held at the BP Theatre City Mutual Building, 47 Liverpool St. commencing at 8 pm. Prospective members and persons with sighting information are welcome.

1980 DATES

February	8th	August	8th
April	11th	October	10th
June	13th	November	28th

SIGHTINGS FOR 1979

Once again our Annual Report provides details on unexplained cases reported to the Centre during the past year, a year that generally has been rather quiet. The number of investigations has dropped as have the total unexplained cases for the year. However, there have been a number of sightings with quite a high strangeness. The incident at Lawitta early in the year where the witness appears to have lost his memory certainly has interesting parallels with overseas reports. A number of sightings from the West Coast in which two involved possible effects on motor vehicles. Again the number of incidents world-wide where motor vehicles have been affected must be reaching a staggering proportion. Here we have an abundance of information on one aspect of the phenomenon alone.

This past year has seen a good coverage of the state by the Centre's investigators, especially in Northern Tasmania where telephone numbers have been made available to the public to report cases as they happen. Our Northern Representative has a wide area to cover and a large percentage of the state population as potential witnesses. The next year will prove very interesting for our Northern Branch with the possibility of more reports new and old coming in.

A BUSY NIGHT AT RISDON VALE

Car pacing incidents are one puzzling aspect of the UFO phenomena, but when two such reports occur in the same area on the same night it is stretching the odds a bit too far. Could both witnesses be wrong in their efforts to identify what they had seen; did anyone else see something strange that night? Why should we get similar incidents so close together in time and location? That is one of the unanswered questions about the UFO phenomena.

Our first witness was returning home to the Eastern Shore (Hobart) suburb of Risdon Vale, crossing the Derwent River via the Bailey Bridge, then travelling on the East Derwent Highway. The date was November 8th (1978) and the time about 10.30 p.m. on a partly cloudy night. In fact there was light rain later that night which ties in well with the details provided by the second report.

Mr. B. was travelling alone in his 1976 Escort Van and certainly not thinking about such things as UFOs, a subject about which he knew very little. He recalls seeing a flash of silver light in his rear vision mirror after leaving the Bailey Bridge but dismissed this as a car coming up behind. The light in the mirror retained its position as he drove one kilometre to Risdon Cove. After this the road leaves the riverside and swings inland alongside a creek with scattered gum trees on either side. B. now noticed something strange..there was a yellow white light shining onto the tops of the trees as he progressed along the road. The light behind had gone and the source of the yellow-white light seemed to be above and to his left (passenger's side). He checked to make sure his own headlights were not on high beam - they were not.

The road now reached an intersection with a right turn to the Eastern Suburbs and straight on for Risdon Vale. As B. approached the intersection a silver light shone onto the car's bonnet, the light was again from his left and its source was not visible. Things happened quickly now. Another car came from the Eastern Suburbs direction (witness's right). This car, a Charger, turned ahead of B. going the same direction up the Risdon Vale Road.

Next thing the silver light was illuminating the rear of the Charger ahead; in no time at all the driver of the Charger pulled up and B saw him getting out of the car - he was shielding his eyes and looking up at something. As B. went past the man was getting back into the car.

B. drove on, there was still light shining up into the tree tops, but then the Charger went by at high speed. As it did so B. saw the silver light reappear on his bonnet and an oval type silver coloured shape appear in the top of his windscreen. Whatever it was he never saw the complete object. Frightened by this stage, he also accelerated up to 120 kph in an effort to get away and cover the short distance to home.

He just seemed to drive under the object and raced round the turn off for Risdon Vale. The object and light were gone and there was nothing to see any more. The Charger had since shot off on another road towards Richmond. On arriving home B. was upset but no one would believe him; also there was nothing to see anyway by this time. Some days later the second incident at Risdon Vale was reported in the papers. B's. sighting finally came to the Centre's notice some months later.

SECOND SIGHTING

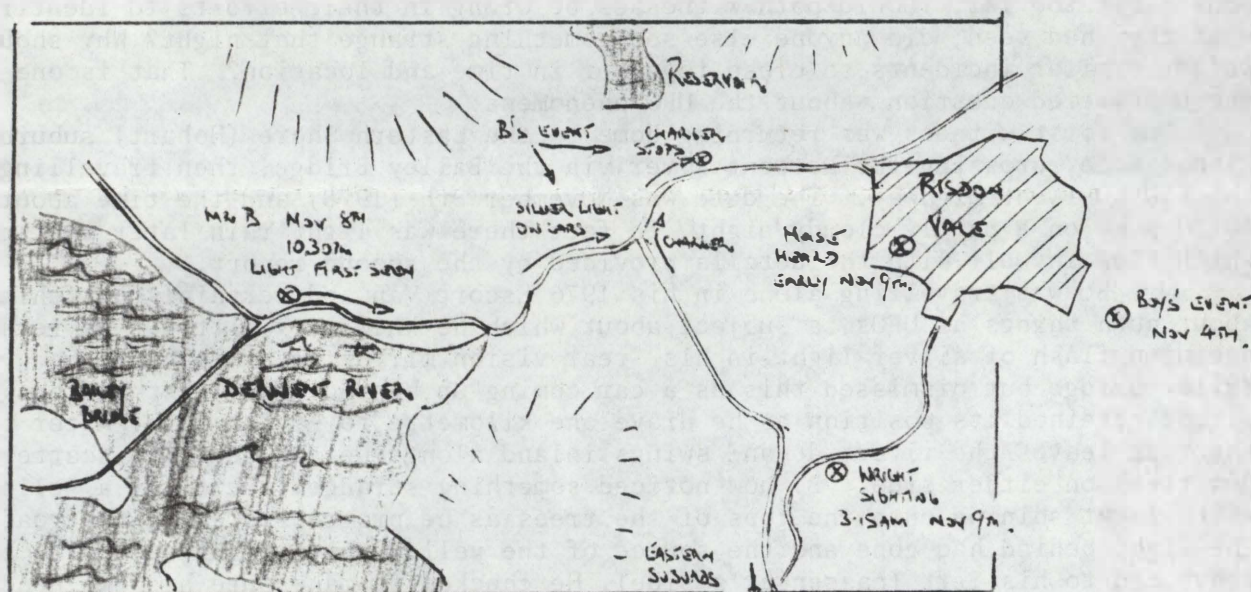
Some hours later in the early hours of November 9th(1978) a Risdon Vale caller reported hearing a strange droning noise. The noise seemed to be above the house for some 5 minutes before it moved away and faded to the south east.

Then at 3.15 am taxi driver Lloyd Wright encountered a puzzling shape on Sugarloaf Road as he headed back to the city from Risdon Vale (full details in TUFOIC Annual Report for 1979).

The event was all over in 10 to 20 seconds. He noticed a green shape at the roadside ahead, estimated as being 1 $\frac{1}{2}$ m tall and maybe $\frac{3}{4}$ m wide at the base, it tapered to a narrower top. The shape drifted out into the road in front of the taxi. Wright's radio emitted a high pitched squeal as he braked hard on the greasy road, stopping 5m from the shape. He was shocked to see it just vanish into thin air, the radio coming back to life at the same instant.

Wright drove to the Hobart Police Station at once to report the event. They were satisfied that Wright was not making up the story, in fact he had nothing to gain from the event. TUFOIC checked the site but found nothing to account for the sighting.

Another event had occurred some days earlier at Risdon Vale (Nov. 4th), some boys reporting that their dog had spotted a round red object overhead whilst they were playing in the bush on dusk. The boys had taken a brief look at the object overhead and fled home. All the events occurred in a 4 day period. Since then things seem to have gone back to normal in the Risdon Vale area.



— 1979 REPORTS —

A QUIET START

The first unexplained report to the Centre for 1979 occurred on the mild evening of January 9th about 9.45 pm in South Hobart. A call from the witnesses alerted the Centre's investigator but nothing was visible by the time he viewed the night sky.

Initially a silver-white light was noticed high in the south-eastern sky. It could have been a satellite as it slowly moved towards the west but the original witness called other members of the family when the light performed a 90° turn and proceeded north. Nearing the Orion constellation the light described a small circle, then stopped briefly. Finally completing the circle it carried on into the distant north to north-east sky, fading from view. The light had been visible for 12 minutes and at no time looked more than star-like in appearance. A check revealed there were no aircraft movements in the area at the time.

HAD A SIGHTING? WHY NOT REPORT IT TO THE TASMANIAN U.F.O. INVESTIGATION CENTRE? CALL 27 8449 OR 23 6009 IN HOBART.....82 2174 LAUNCESTON.

A BEAM OF LIGHT

A strange beam seen at New Norfolk some days later on January 15th may have affected the witness's stove clock. The event was reported to the Centre by a single witness getting up early to go to shift work. It was about 4.15am when the witness noticed an unusual noise seemingly coming from above the house. The noise sounded like an electric fan running in a confined space. Our witness then looked out into the back garden and saw a beam of yellowish white light shining partly on a back path and garden. The beam was coming from somewhere above but only about a metre of the beam could be seen whilst it had a diameter of $\frac{1}{2}$ to $\frac{3}{4}$ of a metre. There was no movement from the beam of light. The sound seemed to diminish in volume for some seconds then grow loud again; finally the sound ceased instantly. The witness looked out later but no beam could be seen.

No connection can be established but after the incident it was noticed that the clock in the electric stove was 10 minutes slow. A check of the location by a Centre's investigator failed to find any traces in the garden. Reports of other noises early the same morning came to light; in one case the cat of the house went mad trying to get out but these other reports may not be connected with the later event.

A CASE OF LOST MEMORY

The evening of February 5th was clear and pleasant, but for Mr. X it was not an evening he wanted repeated. Earlier he had been to Hamilton on an errand on behalf of the family he boarded with in Hobart. He estimates leaving Hamilton about 9.30 pm for the trip back to Hobart on relatively traffic-free roads. The next thing the witness recalls is a nurse shining a light into his eyes at the Royal Hobart Hospital, an action that for some reason made him pull back as if in fear of something. Then he began to recall some earlier events that had occurred on the trip back from Hamilton.

The subsequent story has been compiled from what the witness could recall of the event on the way from Hamilton and the family with which he was boarding. The Centre's contacts were unable to uncover any record with the Police of the event but as no charge was made this is not surprising. We know from the family that the Police brought the witness home. Likewise no check is possible through the Hospital. The Centre would have liked Mr. X to undergo hypnotic regression to recall more of the event but the witness did not wish to take the sighting any further. In fact to him it was just something that had happened and there were many more important matters to be attended to now it was over. Subsequent checks with the witness late in 1979 found that nothing further had been recalled by Mr. X about the incident.

The sighting was only uncovered by the Centre on chance, the husband of a witness to an event many years ago hearing about the case and passing on the information to the Centre.

THE SIGHTING

Travelling back from Hamilton X estimates it would have been near 9.50pm as he travelled along the straights to Lawitta. Driving conditions were good. He had the wireless on and would soon be back in Hobart.

Then the car radio began to die out. He twiddled the knobs but it was dead; pressing station buttons..nothing happened. Only a few seconds could have elapsed from the time the radio went dead but suddenly the motor failed, his car lights had gone out and the whole car seemed to be enveloped in a dazzling white light. He could not see beyond the front of the car's bonnet. From this point on X says things are hazy, he does not know how long he was stopped for, from estimates of the trip he thinks it may be 10 minutes but there is nothing to support this guess. If he did stop one can't imagine the car just being left in the middle of the road, there could have been other traffic on the road. Maybe he pulled up at the roadside.

Anyway X thinks he tried to restart the car when he realised the engine had stopped. There is the possibility here that he continued on at a reduced speed. At the end of the straights the road goes up a small hill past the few houses at Lawitta. X recalls driving the car at this point but then nothing until the intersection of the Midland and Lyell Highways some 20 kms. further on. Another 21 kms. later and X was stopped by the Police for driving through the Hobart city centre without any lights.

LOST MEMORY CONTD...

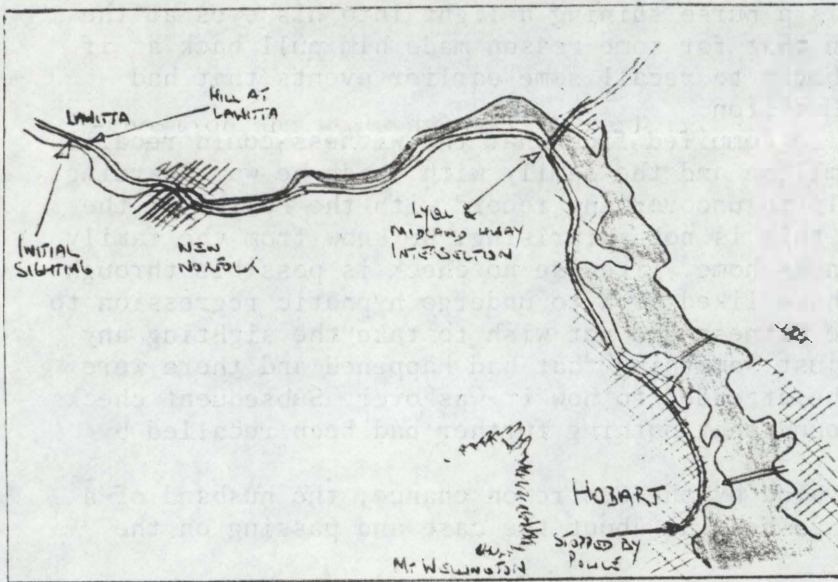
Mr. X. could not tell the Police who he was, where he had been, or in fact where he was going. A check of his personal papers told the Police his address and they took him home. He had arrived in Hobart sometime between 10.45 and 11 pm.

SUBSEQUENT EVENTS

Still appearing to be in a dazed condition on his return home (X boards with a family in a Hobart suburb) two members of the house where he boards took him to the Outpatients of the Royal Hobart Hospital. The Centre was told that X had a pulse rate of 100 and seemed to be in a state of shock. When a light was shone in his eyes he started to recall some of the evening's events and regained his memory.

Next they went to collect X's car but it would not start due to having a flat battery. The oil when checked also was very low. Subsequently the cut out switch in the alternator needed replacing as did some of the wiring to the headlights. The wires were bubbled as if they had overheated. One of the family said the water in the radiator was low but X does not remember this point and it may be confused with the lack of oil. The car concerned was a 1971 Cortina TC Station Wagon. X had bought the car 12 months earlier, the battery at that stage appeared fairly new. Regarding the lack of oil he found that more puzzling - the car had been checked a few days earlier and had been nowhere until the trip to Hamilton that night.

X said at the time the Centre interviewed him he still felt tired (9 days after the sighting), but he admitted he had had a few late nights so this weary feeling may have no connection with the event. His wristwatch broke down in June, but here again this is probably an unconnected event.



The report appears to be a genuine event. The witness desired no publicity - in fact the Centre was lucky to hear about it. How many other cases have gone unreported? The Centre managed to have the story covered in the press but no other witness came forward.

At no stage was a UFO seen - the car just seemed to be in a mass of blinding light. The case is similar to other events that have

occurred elsewhere round the world. As the Centre painstakingly gathers local sightings we do have a case to compare the report with. In September 1974 near St. Helens a woman and her children encountered a mass of light. Their car stopped. There was also noise, smell and some sort of electric shock reported. The car was later collected after the witnesses fled to a nearby house - it had a flat battery and the radiator was empty. Another encounter on the Tasman Highway involved the report of a smell associated with an auto stop in association with the close approach of an unexplained light.

A TUNBRIDGE TRIANGLE

During the year the Centre received reports from a varying number of locations around the State, April 7th's case coming from Tunbridge. Three witnesses travelling on the Midland Highway stopped to look at a humming triangle shape in the early hours of the morning. Needless to say there was no one else about at that time of the day.

Mrs. Pennicott reported, as they were on the highway bypassing Tunbridge they noticed something low over the pine trees at the northern end of the town. Her son was driving the car and nearly ran off the road with surprise. They pulled up, turned off the motor and car lights.

(Continued page 10)

ERRATIC LIGHTS AT LEBRINA

It was the turn for the Northern section of the Centre to handle their first unexplained case in 1979, the third such report for the month. The year was getting off to a busy start. This incident occurred at 10.40 pm on January 28th, the witness being a Mrs. Bassett. She had got up to get a drink and was looking out of her loungeroom window when a white light was noticed in the north-eastern sky. It was diving rapidly up and down. The event grew stranger when a light shone down for a few seconds from the light. Then it did two dives and disappeared behind trees, with a red light shining through the trees briefly.

A second light had appeared to the south-east and moved to the area the first light had been seen in. This light also went into some rapid dives and then formed a cloud or mist around itself.

Three white lights now appeared beneath the larger light. When they went off the object would go into a dive sending out a red and white light many times. The object also shone a red light onto trees and paddocks at one stage. The manoeuvres kept being repeated and Mrs. Bassett, after the best part of an hour, tired of the proceedings and returned to bed.

WAS IT A UFO?

There have been many reports worldwide of UFOs seen entering or leaving the sea, but no Tasmanian case has ever suggested this type of event. Maybe on March 4th at 10 pm we have our first such event.

Evon Stacey was one of 10 witnesses on the beach at Bellingham in the Pipers River area. The group of people were sitting around the camp fire. Initially a bright orange elongated cigar-like object was noticed low over the sea to the northeast. There was no apparent movement at first. There was a red reflection coming off the water underneath the object.

Slowly the object came closer to the shore and moved below the horizon - its shape also changed until it was more elliptical to dome-like but still very bright in appearance. No other details could be picked out.

After being in view for about 15 minutes and now estimated to be 1 km away the object tilted at an angle and just seemed to disappear silently into the sea, leaving a rather surprised group of witnesses.

MEANWHILE, WAY DOWN SOUTH.....

The coastal areas must have some attraction, as the next UFO report came from lonely Maatsuyker Island at the extreme opposite end of the state from the Pipers River case.

Gil Burns was outside with his assistant doing a routine weather check at the time of the sighting. It was March 30th and 9.40 pm on a clear starlit night. First of all they noticed a largish boat passing to the south of the island. They checked with Hobart but there was no record of any shipping being in the area. The witness felt sure the crew must also have seen the UFO.

A yellowish bright light was noticed above the boat and growing rapidly in size as if coming straight at the witnesses. It increased to an estimated 10 cms apparent size. The glare was so intense it lit all around the two witnesses who found they were unable to look at the light any longer and had to turn away. In seconds it went dark again and they turned to see the light had receded into the southern sky. Burns' dog became very unsettled, wanting to get inside the lighthouse, but then refusing to stay in there unless Burns also remained inside. Looking through binoculars there seemed to be a bright light reflecting onto something cigar-shaped underneath.

The light was still in view when the Centre was contacted. On a few occasions a blue-white light seemed to fly off to the right(west) side of the main light. It would move a short way and just go out. One such incident occurred as the witness was on the telephone to the Centre. An estimate of its apparent size at the time gave the light a size of about 1 cm at arm's length. It had come as close as maybe 1 km and was around 250 to 300 mts up in the sky.

Later on the dog quietened down whilst the two witnesses kept vigil on the light that just remained stationary about 10 kms south of the island. They were getting very tired when the light moved off at 1.20 am, going from its southerly position around to the south east, going 50 kms in 5 seconds. It then stopped again but now appeared as two blue lights near South East Cape. The witnesses gave up 10 minutes later and retired to bed. All had returned to normal when they arose the following day.

WHAT DID THE TAXI DRIVER SEE?

It was just after midnight when Mr. T left to collect a passenger from Gormanston one night in April (1979). The weather was fine and clear as he made his way via the steep winding road from Queenstown to Gormanston. The road climbs to some 400 mts before crossing a short saddle then swinging down hill before the Gormanston turnoff. The area is devoid of bush and backed by the rugged slopes of Mt. Owen.

There is a short straight at the saddle followed by a downhill curve to the left. T came onto the straight and noticed to his right above a heap of roadside gravel, a green light which had a purple edge. The light looked to have a diameter of 0.75 of a metre.

The light seemed to be coming straight at T as if to crash into the car's windscreen, but then it went up and above the car somewhere - at the same time the car's interior was lit up as if it were daylight. There was no need for the car headlights, said T. Mr. T felt a bit disturbed as the car also seemed to lose power. It just would not accelerate - the motor just appeared to shake. He tried to radio his base but the cab's two-way radio was dead during the close approach by the light.

He estimated it took a minute or more for the car to struggle along to the end of the straight at the top of the saddle. Reaching the downhill curve to the left the light seemed to be moving back in front of the car but as he went round the corner everything went dark again. The car came to life and the radio was OK again. The taxi has worked satisfactorily since the sighting.

T arrived at Gormanston a few minutes later and both he and his passenger watched a throbbing distant white light in the eastern sky. It was moving further away and finally disappeared into the distance.

The similarity between this and other recent cases in Tasmania is remarkable. A green shape and radio effect were involved in an encounter near Risdon Vale last November(1978). The Murchison Highway report of 1979(see later) involved a green light and effects on the motor vehicle which caused an apparent lack of power. The Centre's Northern Representative hopes to follow up on yet another green light case from 1979 in the far north-east that resulted in effects on both the motor vehicle and the witness involved in the sighting. A green light case from many years ago (1970) near Scottsdale had an effect on the car radio when it came up close to the witness's car. The witness was very disturbed by the event.

More green lights were seen by hunters at Mayfield Flat in 1974; the close approach of the lights made the shooters uneasy and they left the area. Sightings involving just a green colouring are not a common occurrence.

ANOTHER CAR PACE

Although the number of reports during 1979 was down on previous years there was no lack of car pace incidents, yet another occurring during July. This time on the road from Mt. Lloyd in the Derwent Valley.

A family returning home from Mt. Lloyd high on the hills above the Derwent encountered a multi-coloured light. First an area by the roadside was noticed as being all lit up by a white light for which there was no apparent source. They drove past this area of light but at the start of the hill down to the valley below a large round light was noticed out over the valley, maybe within 100 mts and just below the road level. The light seemed to have the colours blue, green, yellow and red all mixed up together.

The light moved along with the car although at this stage the husband could only take a quick glance at the same due to it being on the passenger's side of the car. The road turns back on itself at a hairpin bend, the light just seemed to disappear at the corner but reappeared above the car still on the left (passenger's side) after they rounded the corner.

Again the light maintained its position with the car but after some 400 mts. the road heads down to the right, but this time the light just went straight on into a small valley on the hillside. Once down in the valley the witnesses looked back and could see the light stationary in the top of the gully. They headed for home and did not see the light again.

MURCHISON HIGHWAY EVENT

It is 233 kms from the West Coast town of Queenstown via the Murchison and Bass Highways to the north-west coast town of Devonport. However, Miss Costello in her capacity as a Police Officer covered the distance many times and since retiring from the Force (after 2½ years) has travelled regularly to Devonport to see her parents. The event on August 20th was unlike anything she had ever experienced before.

The witness was travelling in a 1971 VW Station wagon on the night of the sighting, the car was functioning correctly and she had checked that the petrol level was full before setting off. Her route was from Queenstown to Rosebery, then ascending from the Pieman Valley up to about 600 to 670 mts. on the undulating country near Waratah. It was in this location on the 10 kms prior to the Waratah turnoff that the UFO encounter occurred, roughly half way to Burnie on the north-west coast. The road undulates with a number of curves plus some straighter sections. The surrounds vary from bush to open country and marshy areas; to the west is the 1001 m high peak of Mt. Pearse.

Miss Costello left Queenstown about 8.05 pm. The weather that night was fine although partly cloudy due to the approach of a cold front off the west coast. The time was 9.28 pm as the witness drove up a rise in the highway after crossing the Hatfield River and passing a pine forest access road. (Moorey's Road). Suddenly the interior of her car was lit by a bright green light almost as if the interior light was on. It cast a greenish glow through the vehicle. At the same time she noticed that a larger-than-Venus sized green light had appeared behind her car. She thought that another car had come up quickly behind her. On looking round she could see nothing but the green light low over the tree tops. There was no illumination on the road or outside the Station Wagon except for her own headlights.

Continuing over the crest of the rise the witness noticed that her station wagon failed to gain any speed as expected. She pressed the accelerator but the VW slowed to about 50kh on the speedometer. Next Miss Costello pressed the accelerator to the floor but the vehicle did not alter its speed and the engine failed to increase its revs. Next she changed down gears from top to third gear and finally second gear, but the speed remained the same and the engine would not rev any harder.

The witness noticed the dashboard clock was on 9.20*pm as the interior remained lit up and the light behind stayed in view despite dips and curves in the Highway. At one point there was a sharp dip in the road and the witness expected to lose sight of the light at this point, but it still remained in view although the vision to the rear was mostly taken up by hill and bush. The light somehow seemed to remain the same height and distance away during the entire event. It did not seem to alter its distance from the station wagon, nor did its appearance alter at any time. Due to the VW slowing down Miss Costello was able to watch the light closely.

Coming onto a straight section of road she applied the foot brake and although the brake pressure felt normal there was no slowing effect on the vehicle - heavier pressure also brought no result.

There was no visible connection between the light in the sky and the lit-up interior of the vehicle. Miss Costello says she could feel herself perspiring, which may have been a physical reaction or due to some lift in temperature in the vehicle.

The witness by now was concentrating on the light and thinks this is why she did not see the "rest area" 2km from the Waratah turn off. She estimates it was about 1km from the turnoff that the light suddenly disappeared. It just wasn't there any more nor was the lighted-up interior of the VW. The vehicle at once picked up speed and she noticed the dash clock was still on 9.20 pm. Passing the turn off for Waratah the clock had started working again and was showing the time as 9.21 pm. Later she found that her wrist watch had also stopped at 9.28 pm. The light was visible for 8 to 10 kms, initially she thought only 2 to 3 minutes had passed during the sighting, but on checking the distances involved estimated the event took more like 10 to 15 minutes.

Reaching her destination there was one more surprise - the fuel gauge was down to empty. The car had never used more than half a tank of petrol on the same trip on previous occasions. Since the event the VW and wrist watch have both worked reliably. (*The Dashboard clock was not on the correct time)

STRANGE SHAPE DISTURBS FAMILY

The S family had a disturbing experience when they encountered a puzzling shaped red mist that followed their car and approached their home on the East Tamar just after midnight on October 7th. A call to Launceston Police resulted in representative Eric Hodgson being able to obtain the sighting details the next morning within hours of the event. Nothing abnormal was reported to Launceston Airport.

Initially the family were travelling north on the East Tamar Highway through Dilston when a red glow was noticed behind a hill to their northwest. It looked like a glow from a fire. They thought they would get a better view from their own home on Windermere Road.

The glow seemed to maintain position with the witnesses as they travelled northwards. It still seemed to be some distance away. Suddenly with the road approaching an area of flat land they found the glow had closed to within 300 to 400 ms. The witnesses became disturbed at the close approach and slowed the car down, opening the passenger's side window to make sure the glow was not due to reflections.

The glow continued to pace the car..it was above ground level being visible through roadside trees. At the turn off to the left (west) for Windermere the glow passed across the Windermere Road behind them so taking up a position on the driver's side. On approaching a level section of road the father switched off his headlights and drove on by the aid of the bright moonlight. At the same time the glow closed towards the car and passed overhead to return to the left side. This put it practically to the south of the witnesses after having appeared at other times in the north-west and north-eastern sky, but always at low level.

With their home a short distance away the lights were switched back on. Arriving home the motor and lights were turned off as the glow became stationary some 100 ms distant in front of the car (west). It started to blink and became duller. The father hurried his family indoors coming out again in time to see the glow moving southwest above the Tamar River and fading in the direction of Legana.

The sighting lasted roughly 15 minutes as the witnesses drove nearly 10 kms home. At no time did the glow shine or reflect on anything despite its low elevation. The wind was southeasterly at the time. The father's watch was 10 minutes slow after the incident. However, as no check had been made on how accurate the watch was before the sighting there may be no connection here with the event.

Unscheduled landing report

Spanish jetliner chased by UFOs

VALENCIA. — A Spanish jetliner with 119 passengers made an unscheduled landing in Valencia after four luminous unidentified flying objects gave chase during its flight from Palma, Majorca, police said yesterday.

The pilot of the Transportes Aereos Espanoles Caravelle said the UFOs started to pursue him as he flew over Ibiza.

The pilot tried in vain to "shake" them off before Valencia control tower authorities advised him to land.

The UFOs continued to track the jet as it prepared to land. Two hovered over the city's military base, another over the airport terminal and the fourth stationed itself over the landing strip, the report said.

Phantoms were alerted and took off from the Los Llanos Air Force base, but the UFOs had disappeared by the time they reached Valencia.

The UFOs were reportedly seen by several people in the Valencia region. Military authorities have opened an inquiry. — AAP.

'They kept closing'

Pilot tells of UFOs

MADRID. — The airline pilot who made an emergency landing after reporting glowing objects in the sky said yesterday he had never been so frightened in his life.

The airliner with 119 passengers landed in Valencia on Sunday night after Capt Javier Lerdo-Tejeda said he was being chased by unidentified flying objects.

The plane was en route from Majorca to the Canary Isles.

Capt Lerdo-Tejeda, who has flown for more than 15 years, told reporters two bright red lights followed the plane for 15 minutes.

"I have never seen anything like it before.

"They kept closing all the time," he said.

He said he immediately descended from cruising altitude but the UFOs stayed on his tail.

The objects disappeared shortly before Spanish Air Force jets were sent up to investigate. Capt Lerdo-Tejeda said. The passengers and crew continued their journey on Monday. —

AN AUGUST EVENING

The evening of August 29th brought calls to the Centre from wide areas of the state. Sightings were reported to the Advocate on the North West Coast, strange lights were seen at Tullah- a vessel off the Tamar River followed a light on its radar, and a woman at South Mt. Cameron encountered a light that disturbed her dog.

It has taken time for the Centre to gather all the information but we have finalised the sightings from the North East and Tullah. The other cases have proved more elusive due to witnesses remaining anonymous and the Centre experiencing difficulty in tracking down their names and addresses.

It was about 7.30 pm on the 29th when Mrs. Z of South Mt. Cameron noticed that her dog was barking at something outside her home. She thought she had better go out and check what was causing all the fuss. Once outside she saw a round yellow-white star-sized light just above the skyline of Mt. Cameron to her north-east.

Almost at once the light started to move down in front of the mountain and when it had covered about a third of the distance it accelerated coming down and towards the witness. Mrs. Z called for her dog as they both retreated inside the house. Subconsciously she told the object to stop. Momentarily the object stopped about 100 ms away from the house. It seemed to dim and take on more of a quarter-moon appearance as if it had turned away and was pointing in another direction. Then the light retreated back the way it had approached the house finally disappearing over Sth. Mt. Cameron.

Mrs. Z contacted the local Police Station. She also went to see her Doctor complaining of a ringing noise in her ears and a heaviness of the limbs. Her doctor found her in good health.

TULLAH

The same night a nocturnal light was viewed by numerous people at the West Coast town of Tullah. About 10.15 pm a large red, green and white flashing light was observed west of the town. The light remained in the area for a 15 to 25 minute period. It travelled northwards until stationary in the sky well north of the town. The local police were notified of the sighting and witnessed the same or a similar light passing to the south and disappearing either into the distance or being obscured by clouds in that part of the sky.

One witness saw the light moving north whilst at the Tullah Hotel with a group of witnesses then later saw it moving away to the south after he had returned to the HEC Staff House.

Other reports were made the same night on the north-west coast but due to lack of names the Centre could not obtain any further details on these cases. Yet another story about a nocturnal light that night appeared in the Launceston Examiner. A boat off the Tamar River had tracked a light on its radar as it passed overhead. DCA advised there were no aircraft in the area but to date the Centre has been unable to contact the witnesses. Doubtless other cases of interest have passed unreported to the Centre in the past twelve months.

TUNBRIDGE TRIANGLE CONTINUED...

There was quite an audible humming noise although this faded after a few minutes. A larger than moon sized dark triangular shape was visible with a steady red light on each side. There was a red light on the centre of the shape. Beneath was a white light whilst at the top was yet another light of an undetermined colour. The object was stationary but after they had stopped the car the lights seemed to dull a bit.

Driving on Mrs. Pennicott noted that there was still no movement from the object and it was last visible out the rear of the car over paddocks north of the town. On the return trip she stopped to view the area but could see nothing in the area to account for the night's nights.

ANOTHER TRIANGLE

Another brief sighting of a golden orange triangle shaped object occurred at Fingal on May 29th at 9.15 pm. This time the object was moving west over the Ben Lomond area. As it descended it illuminated a very light cloud cover with a golden orange. Then when it went from view behind the skyline two beams of light appeared in the shape of a V. Again they played onto the cloud cover. The beams slowly faded away but the orange afterglow remained for some time after before it also faded out.

GEPAN STATISTICS

The French Government backed study of the UFO Phenomena by G.E.P.A.N. has recently released some interesting details on its investigations. Up to February 1979 they investigated 354 reports of which 25% were of a phenomena which experts could not identify in spite of relatively precise and complete reports.

The 25% or 89 cases then subdivided into	Nocturnal Lights	42%
	Daylight discs	4
	Radar cases	1
	CE 1 "	21
	CE 2 "	28
	CE 3 "	4

Witness credibility was also interesting in these reports	23% rated	High
	67%	Medium
	10%	Low.

THE EXAMINER, Tuesday, December 4, 1979

Saucer 'kidnap victim' safe

PARIS — The young man said to have been snatched away by a flying saucer one week ago was found safe yesterday — but the mystery of his disappearance remained.

Frank Fontaine (19), was preparing to leave for the market town of Gisors north-west of here with two friends when they saw a light in the sky.

The friends told police they left him to fetch a camera and returned to find the car slewed across the road with a halo around it.

They said that when the halo vanished, their friend had too.

Nothing was seen of Mr Fontaine until early yesterday morning when he wakened one of his friends and asked him: "What are you doing in pyjamas? Five minutes ago you were ready to leave for Gisors."

Police said he remembered nothing of the past week.

But they added that his version of the mysterious light fitted exactly with those of his two friends.

Experts from a space phenomena group were yesterday quizzing Mr Fontaine.

TAS. UFO INVESTIGATION CENTRE.....

TUFOIC founded 1965, Address: Box 1310N, G.P.O. Hobart, Tasmania, 7001.

Sightings to President on 27 8449 or Investigations Co-Ordinator 23 6009 (evenings).

Aims: To conduct investigation into Tasmanian sightings. To collect and disseminate evidence and data relating to the UFO phenomena. To co-operate with organisations engaged in similar research.

Membership: Membership is open to all who support the aims of the Centre and can assist in furthering its aims. Information can be obtained from the Secretary or by attending any of the meetings listed for 1980.

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